FINANCE AND COMMERCE. OPENING & CLOSING OF MAILS. FINANCE. The banks have had a sufficient increase in The basis and solutions on the boll and the provided and o a.m. and close same days at occasia to Memphis (agent) open Mondays, densitys and Fridays, at 7 a.m. and close same at 4 20° p.m.

Francis river (agent) open Toesdays and Fridays fram and close same days at 4 30° p.m.

francis river (agent) open Wednesdays and Satelays at 7 a.m. and close same days at 4 30° p.m.

Falle river (agent) open Wednesdays and Satura at 7 a.m. and close same days at 4 30° p.m. (emphis to Holly Springs (stage route) open Monna, Wednesdays and Fridays, at 8 p.m. and close codays, Thursdays and Saturdays, at 6 a.m. refival and Departure of Trains.

ns on the Paducah and Memphis road move
loves Mail leaves daily at 4:00 p.m. Mail
cally at 9:30 a.m.

ns on the Memphis and Little Rock road move
pose: Mail leaves daily at 4:20 p.m.; freight
daily, except, Sunday, at 0:30 a.m. Mail aratily at 11:05 p.m.; freight arrives daily, exinday, at 6:15 p.m.

ns on the Memphis and Charlestou road move
pose: Mail leaves daily at 11:35 p.m.; fast
nd express leaves daily at 11:35 p.m.; fast
nd express leaves daily at 6:50 a.m.; Somercommodation leaves daily, except Sunday, at
m. Mail arrives daily at 11:20 a.m.; fast
at modation arrives daily at 11:20 a.m.; fast
modation arrives daily, except Sunday, at
m. www.duly. at 7.50 p.m.; regist inverse duly. at 7.50 p.m.; regist inverse duly. at 7.50 p.m.; regist array duly. 1.50 p.m.; regist array duly. 2.50 p.m.; re and the little one is a reage getting on all pages of the process Jay Gould's Great Scheme.

ited demand; oats were unchanged at 35c; bran was held higher, offering at \$13; \$15 50 was refused for 100 sicks from store. Cornmeal was in very quiet demand and uncapped. Potatoes remained inactive. Cabbage was lower. Eggs sold up to 20c, and even above that figure. Chickens were unchanged. Quotations below are for round lots at the landing and the railroad depots, and include neither drayage, storage, nor other expenses outside of the bare freight and charges up to the time of arrival. Jobbing and store sales are at higher rates, as they include drayage, storage and profit of the dealer.

No cotton received by the river yesterday Hope of raising the City of Vicksburg has

RECEIPTS YESTERDAY.

The following official table gives particular concerning the condition of rivers and weather at all important points:

OFFICE SIGNAL SERVICE U. S. A. |

MEMPHIS, August 7, 1880. |

Above low water. |

Feet. Inches Inches Inches

RIVER REPORT.

BOLOGICAL REPORT

o'clock yesterday evening, and should be here during to-night.

Kleinton is the name of the little town that has already spring up at the Vicksburg lower landing, whither the wharfboat was removed the other day. Of the place the Commercial says: "The wharfboat had just made the landing; the beautiful Cannon was laying at the coal yard of the Sou'hern Pool line; the Pool line steamer L flore was covered with machinists, carpeniers and rainters, who are making great improvements on this already popular steamer. She will be completed the coming week. A large force of men are at work on the landing, under the direction of the street railroad company. The large freight house and depot of the road will be completed in about fen days. The elevator engine is in position, and by Monday morning freight hoisting will commence. All is ready except the track on board of the wharfboat. Much work is required to be done before any freight can be handled by drays, to or from the wharfboat, but the work of grading and putting the landing in proper condition will be dene as fast as possible. There will be telephone connection from the lower landing with the following places: The elevator, Colonel Flowerce's techouse, the Mississippi Valley bank, the office of the Commercial and Spengler's saw-mill. The erection of some business houses has already commenced. A butcher shop, a bar-room, another bar room, a livery stable and a hack stand have been erected, and several more are contemplated. An eatinghouse is in course of erection." Time. Bar. The Wind. Rain Weather ervation. Bar, Ther. Dir. | Force. er.

Towboats and Barges.
The John Gilmore and barges from New Orleans passed up yesterday morning for St. Louis.
The Raven, Captain Charles Lieving, left NASHVILLE. August 7.—River falling, with 1 foot 1 inch on the shoals.

PITTSBURG, August 7.—River 2 feet 2 inches, and falling. Weather clear and

AN ANSWER WITH MORE PITH IN IT.

A dispatch received from St. Louis last night gives the following information not only in regard to the fast-mail line, but as to other matters: "Captain John H. Baldwin has written a letter to the Pittsburg Dispatch in reply to an article in that paper regarding the fast-mail packets for the lower river, in which he says: 'This enterprise has assumed a much larger shape than was originally intended, and will include a tri-weekly mailline, a daily line, a fast freight line, passeenger packets, and a barge line consisting of four powerful towboats with five barges each. This will involve an outlay of seven hundred thousand dollars, all of which has been provided for, and the different lines will be completed and running within a year." cury, 87 deg. Weather clear.

CAIBO, August 7.—Noon.—Weather clear and cool. Arrived: Gotd Dust, St. Louis, 9 p.m.; City of Alton, New Orleans, 4 a.m.;

J. A. Scudder, St. Louis, 9 a.m.; B. M. Kehlor, New Urleans, 9 a.m. Departed: Digley, St. Louis, 11 a.m.; Gold Dust, Vicksburg, 1 a.m.. City of Alton and My Choice, St. Louis, 5 a m.; B. M. Kehlor, St. Louis, 11 a.m. Night—River 12 feet 7 inches, and falling; thermometer, 82 deg. Weather elear. Arrived: Ste. Genevieve, St. Louis; U. P. Of New Orleans, died at Niagara Falls last Tuesday. The deceased was advanced in years, over seventy-five, and was one of the most noted commanders in the southern trade out of New Orleans in ante belium days. Thirty years ago he commanded the famous Magnolia in the New Orleans and Vicksburg trade, and at the close of every ottoon season made several trips from New Orleans to

made several trips from New Ocleans to Louisville, bringing southern excusionists for Niagara and the east. It is a noted fact that after his rooms were all engaged he would not take a passenger on "cots" for love or money. He fared his guests on the very best the market afforded, and always commanded an advance rate on passengers. In 1867 he commanded the St. Charles and St. Nicholas, in the People's line, plying between Louisville and Cincinnati, under the superintendence of Captain James Good, now of the Mississippi Valley Transportation company's steamers. He was also passenger captain on the famed Great Republic, in the New Orleans and St. Louis trade. For many years on his annual visits to Niagara, he was always the guest of Captain Charlie Miller, from New Ocleans to Cincionnati, on the steamer Mary Houston. Captain Thomasson has been a regular visitor to Niagara Falls every summer for over thirty years, and was extensively known and universally exteemed as a genial gentleman of the olden school. Peace

New York, August 7.—Arrive tannic, from Liverpool; Mosel, from and Nederland, from Antwerp. LONDON, August 7.—Ohio, from Baltimore ake Winnebeg, from Montreal, and W. A Scotten, from New York, arrived out. HEALTH, STRENGTH; ETC. 45 Years Before the Public.

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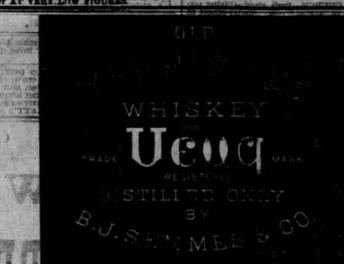
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